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HONGKONG, SATURDAY, JANUARY 11, 1919.

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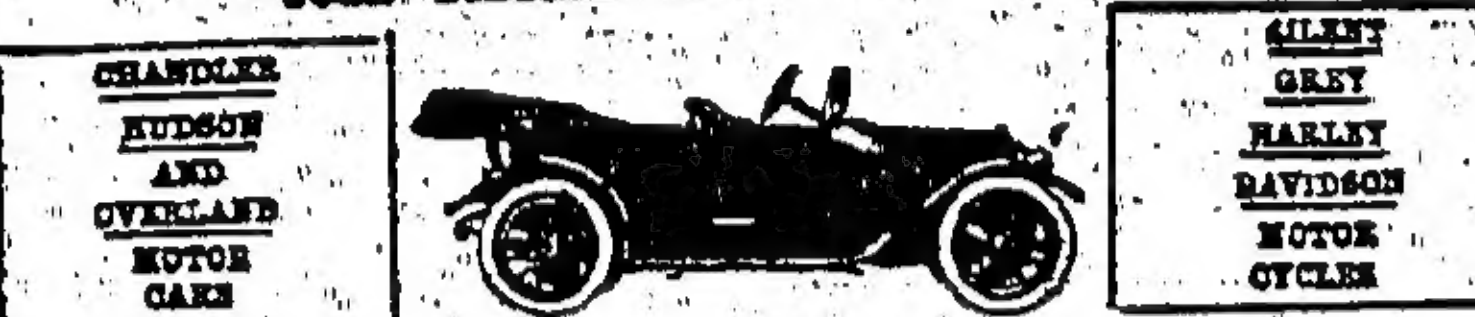
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

INFLUENZA AT JAMAICA.

LONDON, January 4.
A Kingston message records 4,000 deaths in Jamaica due to influenza.

PETROGRAD "ONE LARGE CEMETERY."

LONDON, January 4.
A Stockholm message says that Bolsheviks arrested on the Finnish frontier describe the condition of Petrograd as desperate. The city will soon become one large cemetery. Numbers of starving people are falling dead in the streets.

EMIGRATION.

LONDON, January 4.
The new Emigration Committee includes Lord Burnham, representatives of the Board of Trade, of the Colonial and War Office, and of the Local Government Board. The Ministry of Labour replaces the management committee at the Emigrants' Information Office. A representative of the women is also being appointed.

EARLIER TELEGRAMS.

TROTSKY ARRESTS LENIN.

COPENHAGEN, January 8th.
A telegram from Moscow states that M. Trotsky has arrested M. Lenin, because the latter is becoming too moderate and desires a form of Coalition Government. M. Trotsky is now absolute dictator and intends to continue the reign of terrorism.

POLAND.

A SHORT-LIVED INSURRECTION.

LONDON, January 8th.
The Times correspondent at Warsaw states that the success of the coup d'etat was short-lived. The members of the Cabinet, who were kidnapped, have been discovered, freed. The occurrence merely served to strengthen General Pilsudski's hands.

AIRSHIPS TO CIRCLE THE GLOBE.

LONDON, January 8th.
Sir Mark Sykes, in a speech, incidentally mentioned the interesting fact that a Zeppelin flew from Jambou, Bulgaria, to German East Africa, carrying 19 tons of ammunition to the relief of the Germans there. Upon arrival in Central Africa the Zeppelin was informed by wireless that the force had surrendered. She, thereupon, returned home, reaching the Bulgarian base safely. Having been in the air for four days without landing, he told this incident to emphasize that for commercial purposes the airship was well adapted for long distance journeys. Indeed there was practically no limit to its range, provided it can be made large enough. There was no reason, he added, why they should not be built capable of completing the circle of the globe.

AN APPEAL TO GREAT BRITAIN.

HELSINKI, January 8th.
Esthonia has requested Great Britain to despatch 20,000 rifles, six field batteries and ammunition, urging her inability to withstand the Bolshevik advance without these supplies.

WOUNDED SOLDIERS SAFE.

NEW YORK, January 10th.
All the wounded soldiers, except 200 stretcher cases aboard the Northern Pacific, have been landed.

ATLANTIC SHIPPING BOARD.

WASHINGTON, January 8th.
The Shipping Board has announced reductions of from 25 to 30 per cent. in freight rates from Atlantic ports to Asia, Japan, Australia and Africa, effective for January and February loadings.

MINE-SWEEPERS' AGITATION.

LONDON, January 8th.
Correspondents from Rosyth state that mine-sweepers attached to the Grand Fleet are asking to be allowed to return home. They declare that it is the Navy's job to sweep the ocean clear of mines. The Admiralty is offering the men £2 extra weekly.

LATER.
Some of the crews refused to sail. They declare that their pay is insufficient in view of the risk and the big sum which they could earn by fishing.

It is officially stated that after the Armistice, the Admiralty asked the mine-sweepers to volunteer for further service, and offered an increase of the men's pay by £2 weekly. This is not equal to the earnings of the fishermen, but is the best that the Admiralty can do.

Most of the mine-sweeping bases agreed to these proposals.
The Admiralty has now informed the mine-sweepers that non-volunteers need not go to sea, and that they will be discharged as soon as active service ratings are trained for mine-sweeping.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

SITUATION IN GERMANY.

A MACHIAVELLIAN POLICY.

LONDON, January 7th.
The Daily Telegraph's correspondent at Rotterdam telegraphing on January 8th, reveals the Machiavellian policy of numbers of the Soldiers' Councils in Germany, who have been secretly arranging a demobilization, so as to ensure a great majority of the remaining troops are imbued with the revolutionary spirit. Consequently, the German forces still under arms is largely the Red Army. This policy has been especially successful in Brunswick, where the Spartacists hold the reins of power, and are playing a game of great influence at present in Berlin.

PARIS, January 8th.
A telegram from Berlin states that at Düsseldorf, Muelheim, and Oberhausen the Spartacists seized power and proclaimed the sovereignty of the proletariat over the Russian model.

THE NATIONAL ASSEMBLY ELECTION.

BERLIN, January 8th.
Telegraphing prior to the Spartacist coup d'etat, Reuter's correspondent describes the capital as being in the throes of the National Assembly election campaign, in which the Majority Socialists, whose leaders do not anticipate an absolute majority, are daily gaining ground. The Central Party are silently very active. Many non-Socialists intend voting for the Majority Socialists, in the hope of ensuring the Party's energetic opposition to the extremist attempts to break up the National Assembly.

SEVERAL HUNDREDS KILLED.

LONDON, January 8th.
It is difficult to estimate the situation in Berlin, owing to the conflicting reports.

The latest messages state that the fighting yesterday was the most sanguinary up to the present, and several hundreds were killed.

Minority battles occurred in the Wilhelmstrasse, where the Spartacists attacked the Foreign Office.

Apparently last night the Government regained control of the situation, at least temporarily.

One report states that General von Hindenburg has arrived in the capital.

Another says that General von Groener, General von Ludendorff's successor, has been asked by the Government to allow him to return to Berlin, saying that he would resign if the situation would easily restore calm.

A STATE OF TRUCE DECLARED.

BRUSSELS, January 8th.
A telegram from Berlin, dated January 7th, states that Herr Liebknecht and three others have been sent to detention for discussion with the members of the Government measures necessary to avoid further bloodshed.

A state of truce resulted, the Spartacists apparently accepting the Government's conditions, namely, the disarmament of all persons except soldiers, the immediate evacuation of all buildings, and the submission of General von Eickhorn.

GIGANTIC DEMONSTRATIONS IN THE STREETS.

BALE, January 8th.
A later telegram from Berlin, dated January 7th, states that the Spartacists seized the arsenal at Spandau on January 8th.

Fighting continued in the streets of Berlin and gigantic demonstrations occurred in the Alexander Platz.

General von Eickhorn is momentarily master of the situation.

Herr Liebknecht harangued the crowds and urged all not to return to work. He declared that the Government must resign.

The Frankfurter Zeitung states that the Spartacists were eventually ejected from the Chancellor's Palace. The Spartacists occupied the Post Office on January 8th.

DESCRIPTION OF THE FIGHTING.

BALE, January 7th.
The Frankfurter Zeitung reports that Central Berlin was the scene of heavy fighting. The Spartacists forced their way into the Chancellor's Palace, whence they fired on the Vorwaerts' buildings.

General von Eickhorn, with troops, has taken up a strong position in the Royal stables. The Spartacists have mounted machine guns before the residence of the new Police President.

The Majority Socialists have appealed to the soldiers and workers to rise en masse in defence of the new Republic.

Spartacist newspapers declare that the Spartacists are masters of the Reichs Bank and the Barracks.

FLOODS IN PARIS.

PARIS, January 8th.
Owing to heavy rain the Seine has overflowed its banks. The cellars of the Foreign Ministry and the low-lying streets are flooded. Pumping is proceeding.

CROQUE.

EVERY young child is susceptible to a "croup." Don't wait until this dread ailment attacks your little one before you prepare for it. It comes in the night when chemists' shops are usually closed, and this alone should be a warning. Get and keep Chamberlain's Cough Remedy at hand. It never fails, acts quickly and is absolutely safe. For sale by all Chemists and Storekeepers.

THE FAR EAST IN PARLIAMENT.

THE DEUTSCH-ASIATISCHE BANK.

(Nov. 6.) Colonel Faber asked why the Deutsch-Asiatische Bank, which was the keystone of the German commercial system in China, had not been put into liquidation, and when it was likely to be so put.

Mr. Balfour replied: The Chinese Government, in August, 1917, immediately after China's declaration of war on the Central Powers, took steps to put into liquidation the branches of the Deutsch-Asiatische Bank at Shanghai, Tientsin, Canton and other places in China. Foreign banking experts were appointed by the Chinese Government to assist the Chinese officials entrusted with the liquidation proceedings. His Majesty's Government have, of course, no power to take action themselves in the direction suggested. The Allied representatives at Peking have called the attention of the Chinese Government to the inadequacy of the measures so far taken in regard to enemy property and businesses in China.

CHINA AND THE ALLIES.

LORD R. Cecil, replying to Mr. Gresham Stewart, said:—On China's declaration of war against the Central Powers, the Chinese Government took immediate steps to intern the German and Austro-Hungarian Legation Guards in Peking, and a few months ago informed the Allied Powers that they had decided to intern a certain number of the enemy civilian residents suspected of political intrigues and other dangerous activities. I regret to say, however, that beyond preparing a suitable place for the reception of these persons, the Chinese Government have not yet proceeded with their actual internment. Similarly, although the Chinese Government have drawn up regulations against enemy trading, and for the sequestration of enemy property and businesses, these measures have, so far, not been rigorously enforced. The Allied representatives at Peking have recently taken steps to press upon the attention of the Chinese Government this unsatisfactory state of things. They have been assured by the Minister for Foreign Affairs that the President has issued a mandate giving instructions that China shall fulfil her duties to her Allies.

Mr. Stewart asked whether due regard would be taken of the little assistance which the Chinese Government had given us, especially in view of the great help which we gave them by holding up the autonomy and in other ways. Lord R. Cecil:—Undoubtedly we shall not forget the events of the present war wherever they have occurred.

U. S. POLITICS.

There have been many explanations regarding the causes for the defeat of the Democrats in both houses of Congress in the last American election, but the following from the "Saturday Evening Post" for December 7 seems to be the most sensible:—

Of course no international question had anything to do with this fall's congressional election. Except for the president's statement no one could have imputed any international meaning to it. (This Democratic Congress was defeated because it had given a poor account of itself. It had furnished quite as much obstruction to the President's war leadership as the opposition party had. It had refused to organize for war. In handling public affairs its motto had been "Business as usual." It had kept at the head of important committees men who were generally believed to be out of harmony with war program or were not fit for committee leadership in a great crisis. It had notoriously bungled revenue legislation, when such legislation was assuming fourfold—or eightfold—its former importance. At the time of the election, with more than five-sixths of the year elapsed, when concerns and individuals were getting ready to close their accounts for the year, it was still engaged with a bill that would in some fashion or other require eight billion dollars of the year's net income. Within little more than a year and a half it had appropriated sixty billions of public money on a plan which the President had condemned as bound to cause waste and extravagance. Its own record furnished abundant explanation of its decline in public favor. The United States admires its Democratic President. It did not, on the whole, admire its Democratic Congress. That is all the election means. A certain purblind Republican leadership sought to make political capital for election purposes out of the international situation, and even suggested opposition to the fundamental of the President's peace proposals on the general principle that good Republicanism consists in attacking anything which emanates from the other camp. That brand of Republican leadership counts for nothing. The country is overwhelmingly with the President in all the essential points of his international program. The congressional election had nothing to do with that.

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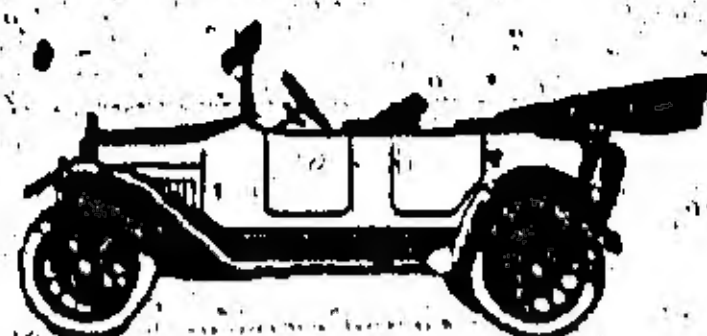
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In cold weather oil gets thicker and grease harder, so that in screwing down a grease cup the grease already in the bearing is too hard to be pressed home and, consequently, there is a tendency for the grease to ooze out of the cup. It is advisable, therefore, to screw down the cups after a run instead of before, some of the bearings being then slightly warmed by the engine, and the grease soft in consequence. In other bearings the motion of the parts will have softened the grease, so that it will flow in the right direction when the cup is screwed down.

WAR RISKS INSURANCE.

There has been an appreciable reduction in rates quoted at Lloyd's for the insurance of war risks, and prices show a sharp downward tendency. In this connection inquiries having been made as to the position of merchants and others who may now or in the future effect insurances with the War Risks Insurance Office in the event of the declaration of an Armistice between the belligerent Powers, the Board of Trade states: "Notice is hereby given that the rates of premium upon all insurances accepted on and after Nov. 1, 1918, will be reduced by 50 per cent. in cases where the vessels concerned shall sail during the continuance of such Armistice."

GERMAN PRISONERS AND THE ARMISTICE.

The behaviour of the Hun prisoners at a certain camp not far from London was very curious and gives one a striking glimpse into the psychology of the "red" when the news of the signing of the armistice came to the men detained for joy and excitedly embraced one another. The officers, on the other hand, were conspicuously and in many cases altogether broke down. Other British officers went to the commandant to inquire what reprisals he intended to take on them. On the following day great "Gloria Regina" and officers and men were much worried about their money. They asked the commandant whether their foot was to be stopped, and were impatiently relieved when they were told that the authorities had no intention of stopping their national.

USEFUL DISCOVERY.

The chemical and engineering laboratories of Columbia University have announced that they have perfected a drying process by which meats and fish can be kept indefinitely and then restored to their former state of freshness by the application of water. It is believed that this discovery will serve to increase the world's meat shipping capacity by more than twelve times by doing away with the need of refrigerators.

ASQUITH'S SQUIBS.

"John Bull" on November 18 rather sympathized with poor Mr. Asquith in the manner in which he was being "dished" by his former lieutenant, the present Prime Minister. "Home Rule and Free Trade are meagre substitutes for National Reconstruction and a New World. Whether the politicians like it or not, they must reconcile themselves to the fact that, as in the case of the Tories in 1900, Mr. Lloyd George intends to ride the Khaki horse for all it is worth—and, as the game is played, who shall blame him?"

THE WORD "BUSH."

A good many beginners must have been puzzled by the connection of the ordinary word "bush" with a motor bearing. The derivation, however, is a simple one, being apparently the French word "bousche," a mouth, and long before the days of motorgears it was applied to the wedge driven in round the hole in a millstone to fix it firmly upon the spindle. Another curious application of the word "bush" is the proverb: "Good wine needs no bush." Here the bush is a real one, having been in early times the general sign of a roadside inn, and one need not go further than the name "Shepherd's Bush" to find an example of its use still surviving from a time when shepherds were to be found very much nearer to the centre of London.

STUFF AND NONSENSE.

A word which is the reverse of pretty but which, owing to circumstances, is in everybody's mouth nowadays, and which appears with increasing frequency in the Press is "foodstuffs." The suffix "stuff" applied to food is objectionable as it seems to "carry an innuendo" and with Christmas upon us this is unreasonable. Stuffing is permissible as applied to turkeys and other unfortunate fowl. But why don't the scribers use plain language, call a spade a spade instead of an agricultural implement, and when referring to rice write "rice"? Nobody, not even a publican, has the hardihood to call beer "drunkstuff," although it is a good stuff, and letters are as important as luncheon and liquor. Fancy calling this paragraph "wordstuff!"

VICE OF ORATORY.

The Bayswater vicar who spoke of a certain "contingency" as "a sacrifice greater than Calvary itself," was probably a victim of that vice of oratory which consists in using words without a full appreciation of their meaning. It was by a similar lapse that a Parliamentary candidate, quoting the other day the words, "Vengeance is mine," said the Lord, added: "And surely what the Almighty said the British Empire has also the right to say."

THE EXPLOITERS.

For outrageous audacity and impudent insolence an advertisement in the "Evening Press" of York would be hard to beat. "Home in lieu of wages," it reads, "offered discharged soldier and wife. Man look after small garden; wife household duties; no food." It is noticeable that the advertiser, with all his cheek, has not the courage to append his name. He is probably a mean-spirited little fellow, and the only discharged soldier he is likely to get for his purposes is an insane one.

THE PASSING OF THE HORSE.

Writing in "The Star" for October 15, Katharine Tynan remarks: "I would harness the gross spirit of the oil wells only to bear burdens for which the horse is unsuited; or to hurry, as a creature of flesh and blood may not hurry." After much of the usual twaddle on the cows grazing quietly by the roadside, the singing of birds, and the robin's song in the hedge, she remarks: "Of all things the motor is the enemy, and being a motorist your whole concern with the little brethren is to avoid killing them, with a contingent probability of being killed yourself." Road-hogs are a nuisance, but is it really as bad as that?

ROBBEE SHOT.

By order of the Shanghai and Sunghing Defence Commissioner, Koo Hsiao-kao, one of the gang which successfully robbed the Two Fong Yang Bank of several gold bars, and got away temporarily in an automobile, was shot the other day in accordance with the special regulations governing open robbery. Those in charge of the gold bars which were being carried in a carriage to the emptying place in Fowling, were held up by the gang in a motor-car, and the bars taken away. Han was tried for Chungking some time ago, but succeeded in escaping by forceful resistance. He afterwards went to Shanghai and was arrested.



NOTICES.

G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.
General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.
PROPRIETORS
"To-Kwa-Wan" Coal Storage.
Codes used
Bentley's
A. B. C. 4th & 5th Editions
A 1 Telegraphic Code.
Telegraphic Address
"HUGHES & HOUGH"
PUBLIC AUCTIONS
The Underpinned have received instructions from Messrs. D. Mac DONALD & Co. to sell by Public Auction, at their premises Hung-hom, on **MONDAY, 13th January, at 10 a.m.** The whole of Valuable Plant, &c., &c., contained therein.
Large Galvanized Iron Buildings Stock and Machine Tools, comprising:—
Lathes, Planing Machine, Screw-ing Machine, Shaping Machine, Mill-ing Machine, Slotting Machine, Dried-ing Machine, Cold Sawing Machine, Weighing Machines, Punching and Shearing Machines, Blower, Test Pump, Engines and shafting, Sundry Pumps, Assorted Chain Blocks, Screw Jacks, Stretching Screws, Tools, Twist Drills, Stock and Dies, Steam Hammer, Blacksmith's Tools, Sundry Wooden Patterns, Band and Circular Saws, Pipe Bending Blocks, Pipe Vices, Copper Smith's Tools, Emergency Coppe, Water tanks and fittings, Winches, Rollers, Diving Pumps, Helmet and dresses (New and second hand), a quantity of Steel Products including Steel Plates, Angles, Bars, Rolled Steel, Joists, galvanized Steel Plates, wrought and galvanized Iron Piping and Fittings, Brass and Copper Tubes, Munts & Yellow Metal Sheathing, Metal and Copper Tacks, &c.
Also
One large galvanized Iron Building (wood framing)
One small galvanized Iron Shed (Steel framing)
One Motor Boat 25 by 5-9" by 3 feet fitted with 15/20 H.P. heavy duty Kelvin Kerosene Motor.
And
One 8 B.H.P. Bolinder Crude Oil Engine direct coupled to dynamo illustrated on page 25 of Bolinder's catalogue.
The machinery will be put up for auction on **FRIDAY, 10th January, at 10 a.m.**
(Full Particulars from Catalogue).
Terms—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, December 23, 1918.
(For Account of the Concerned),
on
WEDNESDAY,
the 15th January, 1919, at 10.30 a.m.
at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
A quantity of useful Household Furniture, removed to sale rooms for convenience of sale.
And
One Victor Gramophone with a large collection of records.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, Jan. 9, 1919.
(FOR ACCOUNT OF THE CONCERNED),
ON
WEDNESDAY,
the 15th January, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES,
Comprising:—
HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.
DRAWN WORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in.
Also
A few lots of Attache Cases and Bellow Valises.
(All new goods and small lots to suit purchasers).
(Full Particulars from Catalogue).
Terms—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, Jan. 9, 1919.

PUBLIC AUCTIONS.

(For account of the concerned.)

WEDNESDAY,

the 15th January, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.
AND AN ASSORTMENT OF
USEFUL HOUSEHOLD GOODS,
As follows:—
Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, Upholstered Suites, &c., Bedroom Furniture, comprising Brass Twin Bedsteads, Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea Tables, &c., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, &c., Bath Room Utensils, Sundry Electro-Plated Ware.
Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including large Blackwood Screen, Side Tables, Chairs, Cabinets, &c., Engravings, Pictures, Brass Vases, &c., &c., Tennis Poles and Nets, Carpets—new and secondhand.
Also
One 12-Bore Hammer Gun by Army and Navy Store, London, in good condition.
(Full Particulars from Catalogue).
Terms—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, Jan. 9, 1919.

HIMROD'S
"Gives Instant Relief"
No matter what your respiratory trouble may be, whether it be
ASTHMA, INFLUENZA, NASAL CATARRH, OR ORDINARY COUGH,
you will find in the famous remedy a restorative power that is really
"CURE FOR ASTHMA"
I say
KEATING'S LOZENGES
"Cure the worst Cough"

FARES FOR PUBLIC VEHICLES.
CHAIRS.
I.—In Victoria with two Bearers.
Quarter hour, 10 cents.
Half hour, 20 " "
One hour, 35 " "
Three hours, 90 " "
Six hours, 1.50 " "
Day (8 a.m. to 6 p.m.), \$1.00
If the trip is extended beyond Victoria, half fare extra.
Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.
II.—Beyond Victoria, with four Bearers.
Hour, 0.80 cents.
Three hours, \$1.00
Six hours, 1.50 " "
Day (8 a.m. to 6 p.m.), 2.00 " "
III.—In the Hill District, with 2 Bearers with 4 Bearers.
Quarter hour, \$0.15
Half hour, 0.20 " "
One hour, 0.30 " "
Two hours, 0.60 " "
Three hours, 0.70 " "
Six hours, 1.00 " "
Day (8 a.m. to 6 p.m.), 1.50 " "
2.00 " "
RICKSHAS.
I.—In the Island of Hongkong, engaged in Victoria.
Ten minutes, 5 cents
Quarter hour, 10 " "
Half hour, 15 " "
One hour, 20 " "
Every subsequent hour, 20 " "
Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.
II.—In Kowloon.
Quarter hour, 5 cents.
Half hour, 15 " "
Hour, 20 " "
Every subsequent hour, 10 " "
III.—Taipo Road.
Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than
To 4th mile—
single, 75 cents, 1 hour, \$1.50, 2 hours, \$3.00
Beyond 4th to 6th mile—
single, \$1.50, 2 hours, \$3.00
Beyond 6th to 8th mile—
single, \$1.75, 2 hours, \$3.50
Beyond 8th to 11th mile—
single, \$2.00, 2 hours, \$4.00
Beyond 11th to 14th mile—
single, \$2.50, 2 hours, \$5.00
Fares for journeys beyond the 14th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

WANT ADVERTISEMENTS
25 WORDS 3 INSERTIONS.
\$1. FREPAID.
Every additional 5 words 6 Cents.

WANTED.
WANTED—Qualified Stenographer and Typist, male preferred. Apply, by letter only, stating salary required to W. S. BAILLY & CO. LTD.

FOR SALE.
GALESEND, 108 The Peak, Six Rooms, Grass Tennis Court, immediate possession.
Apply—
C. H. GALE,
Public Works Department.
Hongkong, Nov. 12, 1918.

TO LET.
A HOUSE in Wang-wei-chong Road.
HOUSES on Shamone, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, Nov. 12, 1918.

TO LET.
A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, July 17, 1918.

TO LET.
EDGEHILL—No. 10, The Peak.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
Hongkong, July 17, 1918.

BRIDGE SCORERS
In Blocks of 50 SHEETS.
50 cents each.
Our for One Dollar.
Obtainable at
The CHINA MAIL LTD.
5 Wyndham Street.

ST. ANDREW'S SOCIETY
WAR BOND DRAWING.
SALE OF TICKETS CLOSES
ON 15th FEBRUARY.
Tickets, \$5 each, obtainable at
Banks, Stores, Clubs and Hotels.

JAMES STEER.
8, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.
CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.
Tel. 2877.

LEUNG YIK KEE.
Chinese Porcelain and-Clario Store.
FIXED PRICES.
Cheap Sale
from 4th to 31st January, 1919.
37, Queen's Road Central.

CUTICURA
Quickly Heals
Eczemas, Rashes,
Itchings and
Irritations
In the treatment of all skin troubles bathe freely with Cuticura Soap and hot water; dry gently and apply Cuticura Ointment to the affected parts. These fragrant, super-creamy emollients tend to prevent little skin troubles becoming serious. If used for every-day toilet purposes, Cuticura keeps the skin in perfect health. Sold everywhere.

WINGARIS
THE WINE OF LIFE

COLONISING ENGLAND.

The Latin word "colonus" means a cultivator; "colonia" means a colony; otherwise, the land that is chosen for cultivation. If, therefore, words mean anything, says a writer in a home paper, a "colonial" would, strictly speaking, be a farmer, and, as every one knows, this is the case with a large proportion of our overseas relatives. "Colonisation" would in its turn mean the carrying out of farming operations, so that when one speaks of "getting back to the land" the expression pre-supposes a condition of things which calls for colonisation. In spite of the fact that Great Britain is the Motherland of our Colonies, it should not be inferred that, because there is practically no virgin land, there is therefore no room for a colonist in these islands. It may be contended that the scope for colonisation in the sense of the word now adopted is so limited that it is not worthy of consideration, but the fact remains that, soon after war broke out, the food question became so acute that it was necessary to take toll of such lands as were not considered, under the circumstances, to be producing their 100 per cent. He would be a bold man who would say that even now the limit of production has been reached. Any farmer with whom one discusses this question invariably ascribes apparent non-productiveness to the shortage of labour—in other words, farms are not properly "manned." Whether the happy go-lucky farmer, as distinguished from the scientific and business-like farmer, ever entered his farm properly is hardly open to discussion. The answer is decidedly in the negative, both as regards quality and quantity, although latterly, at any rate, he cannot be blamed for this. Although there may be little land that is virgin, there are many thousands of acres of land all over the country which for various reasons, apart from labour shortage, are not earning their living. The reasons are mainly economical, and include, for instance, such obstacles as expenses of draining. There is an increasing opportunity for employing men on the land and for utilizing land to its utmost. There is also every reason to suppose that the pre-war preference for town life at least so far as men are concerned, will have largely disappeared. Not only will an enormous demand arise for land to live on and cultivate, but now that agriculture is coming by its own and wages are approaching a recent living rate, the attractions of country life are bound to tell. The dovetailing of labour for the land and for the labourer is the essence of true colonisation. This method has given us such agricultural colonies as no other empire in the world has ever possessed—but do not let us forget our own country.

WILL GERMANY GO BANKRUPT?
After the war the Allied Powers will not only have an immense amount of reconstruction to do for themselves, but they will also have four or five bankrupt nations left on their hands. The financial condition of the defeated Powers will concern us almost as much as our own. First of all it will have to be ascertained to what extent they have bankrupted themselves by their criminal war expenditure of the past four years. Next, a rough valuation will have to be made of their assets and liabilities in order to apportion among them the indemnities which the Allies will be entitled to impose on them. In the third place their realisable assets of all kinds will have to be pledged to the Allies as security for the indemnities. There will be a great variety of assets to take over and they will differ much in the order of their availability. The "imperial" revenues—in other words the income of the "Empire"—will come first, next those of the Federal States, and lastly those of the municipalities. Assuming that all these are sequestrated by the Allies and the local expenditures they have to meet is put down to the house, a substantial surplus might remain toward payment of the agreed annual charge. In the three years immediately preceding the war (1912-1914) the "imperial" revenue ranged from 134 millions to close on 188 millions, an average, say, of 150 million pounds per annum. The Germans thus rightly boasted of their light taxation before the war, and even during the war it continued to be very much lighter than that of the Allied Powers. The able, therefore, should they be to shoulder indemnity taxes. We set them a good example which they did not follow of trebling our ordinary taxation and the United States set them a still better one of the same kind. Clearly then the Germans could not complain if the Allies called upon them for a similar increase of "imperial" taxation to that which they have already imposed on themselves. The above 50 millions might be raised to 450 millions without being a burden. A fairly good beginning with much more to follow. Turning from revenue to expenditure, large sums for retrenchment presents itself. The estimated ordinary expenditure in 1915 was 3,495,713,000 marks number (£174,788,000), and it included a lot of items which may be dispensed with after the war, or at least much reduced. Standing out prominently in the list are:
Army 871,808,000
Navy 551,082,000
Pension Fund 143,275,000
Colonial Office 2,974,000
1,341,118,000
Or 262,558,000
In strict justice two other important items might be knocked off:
Imperial Treasury 297,288,000
Interest on Imperial Debt. 249,414,000
Or 214,864,400
The grand total of pre-war expenditure which the Allies might justly intercept would-up to this point be 277,493,000. Add, say, 300 millions for indemnity taxes and we get the considerable sum of 377 million pounds a year leviable on the "Empire" alone without touching the Federal States' revenues. Before the war these averaged about 10,000 million marks, or 500 millions sterling. A possible addition to them of say, 50 per cent. would produce 250 millions. In round figures, about 600 millions sterling a year might be levied on the Germans through increases in their "imperial" and federal taxes leaving municipal and rural taxation for further attention. Twenty years of annual levies at the rate of 600 millions a year should amount up to 12,000 millions sterling. The Germans need not go bankrupt unless they want to or find that it will suit them better than being honest. But they will require the aid of watching to keep them straight. Of course their own war debt is not taken into account in the foregoing calculations. The Allies need not recognize it in any way.

NOTICES

THE MOTOR UNION INSURANCE CO. LTD.
(Incorporated in England.)
Being Agents for the above COMPANY, we are prepared to issue POLICIES against FIRE, MARINE, LIFE and MOTOR ACCIDENT at current rates.
For further particulars, please apply to—
UNION TRADING COMPANY
Prince's Building, General Agents.

FOR CARS on HIRE
Experienced Chauffeurs and Expert Mechanics.
A Large Number of New and Comfortable Cars Always in Readiness.
Phone 977 & 2583
MERCURY GARAGE CO.,
29-31 Des Vaux Road Central.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.
In Casks of 75 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
GENERAL MANAGERS

STATE EXPRESS CIGARETTES.
The particular man demands a particular cigarette. State Express are made for just such men—men of discrimination who require the best.
VIRGINIA
No. 555 - - - 85 cents. PER TIN OF 50.
PACKED IN PATENT VACUUM TINS.
Sole Manufacturers:
ARDATH TOBACCO CO., LTD.
LONDON, ENGLAND.

PRIMO
Points of view may differ on the right course to take in waging war. . . .
When it comes to discussing beverages, however, there are no two opinions. All agree that PRIMO is the right Beer to drink.
Stocked by all Wine and Spirit Merchants.
H. RUTTONJEE & SON,
16, Queen's Road Central.

BEER

Telephone 18.

LINOLEUMS

MORE TROUBLE AT HOME.

deadfall" and if their watchfulness should for a brief white act, will not be the first to throw stones at them.

Indeed, there is something very old-fashioned about the Admiralty's plea. "Forty shillings more: it's the best we can do." It is the Old Age Pensions spirit awakened. Why, after the regardless expenditure of the last four years, this sudden niggardliness? Who is the soft-situated person at the Admiralty who thought it fair to offer these heroes less than he knew they could make elsewhere and otherwise, and less (with due deference to his expert opinion) than a grateful country could and would have afforded? These questions will surely be asked at Home, or our people are no longer what they were.

Avoid the first natural temptation to be prejudiced by mere phrases. Resist the desire to sneer about a "Class Hatred." Apply a little, cool commonsense to the situation generally, so far as the telegrams help us to understand it, and it is possible that these thoughts will occur to you.

These men, both soldiers and mine sweepers, are not Hunns. They are not the life-long trained conscripts. Before the war they were free citizens, used to liberty of judgement and to the free expression of their judgement. Patriotically, heroically, (as none dare deny) they have dropped the old ways for the duration. Now that they think it is over, they quit naturally expect no treatment: it is no secret that our Army Officers have failed to grasp this. To them the idea is, once a soldier, always a soldier. It is probably a case of something like that at the Admiralty.

Now this is not meant as pleading for the lower orders. Our here, there is not our business. They have their own champions at a more effective range. They are capable, indeed, of being their own champions. The one object of these comments, which must be repeated and passed on till they reach ears that will heed their significance, is to call attention to the very real and present peril of the discontent at Home. Platform pledges will not cure it. Police promises cannot stop it. There is a different attitude: still discoverable, an attitude that smacks of Russia or Germany, an attitude and tone or point-of-view that must be quickly dropped. It is a case for our old friend, "civic duty." There must be prompt and cheerful yielding to the people, or—there may have to be much less comely surrender. All it signs point that way.

STRAIGHT AT IT.

used, every summer by obtaining the right of way for tank steamers to travel round the north coast of Scotland to Rosyth. The line is 1/35 miles in length, and is stated to be the longest pipe line in Europe. Sixteen tanks, each of 3,000 tons capacity, have been erected near the pumping station at Old Kilpatrick, and there are two intermediate pumping stations, one of the oil is discharged into cisterns at Greenmouth.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

STRENGTH.

The Commandant records, with deep regret, the death of No. 345 Pte. J. S. Doble, "D" Company, on 5th January, 1919.

APPOINTMENTS.

Mrs. Excellency the Officer, Administrative the Government has been pleased to make the following appointments in the Hongkong Defence Corps, with effect from the 3rd January, 1919:—Captain J. H. W. Armstrong, V.D., to be Major; 2nd Lieut. W. B. Brown, D. Templeton, F. H. Thomas, R. Sutcliffe, W. J. Hill, G. E. Marley and F. L. Hall to be Lieutenants.

These promotions are made subject to the passing of the prescribed examinations.

LEAVE.

Pte. A. W. Smith, "B" Company, is granted two months' leave, on business, from 6th January, 1919.

Pte. E. R. Thomas, "A" Company, is granted six months' leave, on business, to date from day of departure.

TRANSFERS.

No. 487 Lieut. S. L. Luck is transferred from "B" Company to the Engineer Company, dated 10th January, 1919.

No. 816 Pte. H. R. Hurling is transferred from "A" Company to the Engineer Company, dated 10th January, 1919.

EXAMINATION FOR PROMOTION.

Reference Corps Order No. 1 dated 3.1.19, and the following names:—Lieut. A. E. Wright and Lieut. E. Evan Jones. The next promotion examination will be held in March. Dates of further lectures will be published shortly.

AMMUNITION.

All purchases of ammunition are reminded that charges and empty cases should be returned to Headquarters Store.

Orders for Artillery Company, by Major J. H. W. Armstrong, V.D.

PARADES AT BELLEVUE BATTERY.

Monday, 10th Jan.—5.15 p.m. Left Half Coy. Full drill.

Tuesday, 11th Jan.—7.30 a.m. Right Half Coy. New Layers' Class only.

Friday, 17th Jan.—7.30 a.m. Right Half Coy. "Full drill." 5.15 p.m. Left Half Coy. "New Layers' Class only."

Orders for Engineer Company, by Captain W. Russell.

PARADES.

All N.C.O.s and men who were attached to the Engineer Company (except those who have completed their Annual Course or T.E.T.) and Casuals (those who have not yet completed their T.E.T.) will parade on Tuesday, 14th, and Thursday, 16th January, at Headquarters at 5.15 p.m. for T.E.T. Dress, drill order with pouches and dummies. Officer in charge: Captain Kennett.

The following N.C.O.s will attend:—Sergeant Edmunds, Sergeant Leach and Corporal Lyon.

DINNERS.

All ranks are reminded of the Company Dinner to be held on Saturday, 11th January, at the Hongkong Hotel at 8.30 p.m.

DRESS.

Undress uniform, drill or serge.

All N.C.O.s and men who have not drawn their pay for November and December will do so on Monday, 13th instant, between 11 a.m. and noon.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.

All N.C.O.s and men who were attached to the Engineer Company (except those who have completed their Annual Course or T.E.T.) and Casuals (those who have not yet completed their T.E.T.) will parade on Tuesday, 14th, and Thursday, 16th January, at Headquarters at 5.15 p.m. for T.E.T. Dress, drill order with pouches and dummies. Officer in charge: Captain Kennett.

The following N.C.O.s will attend:—Sergeant Edmunds, Sergeant Leach and Corporal Lyon.

FIELD DAYS.

Reference Infantry Battalion Order No. 1, dated 18th November, 1918, Field Days will be held on 25th January, 9th and 20th February. Further details will be notified later.

ANNUAL MUSKETRY COURSE.

Monday, 13th Jan.—4.15 p.m. Part 1, Practices 1 and 2, at King's Park Range for all N.C.O.s and men who have completed their T.E.T. (or are exempted from passing them) and have not fired these practices. Dress, drill order with pouches. Platoon, etc. Commanders will see that every man who has to fire attends. Officer in charge: Lieut. Bea. Two N.C.O.s from No. 4 Platoon (to be detailed by Platoon Commander) will attend to assist.

Wednesday, 16th Jan.—4.15 p.m. Part 1, Practices 3 and 4, at King's Park Range for all N.C.O.s and men as above. Officer in charge: Lieut. Branch. Two N.C.O.s from No. 7 Platoon (to be detailed by Platoon Commander) will attend to assist.

Friday, 17th Jan.—4.15 p.m. Part 2, Practices 5, 6, 7 and 12, at King's Park Range for N.C.O.s and men as above in Nos. 1, 2, 3, 4, 5, 6 and 7 Platoons. Officer in charge: Lieut. Evan Jones. Two N.C.O.s from No. 8 Platoon (to be detailed by Platoon Commander) will attend to assist.

BRITISH SHIPBUILDING EFFORT.

An account of the changes, extensions and improvements in shipbuilding yards during the war will show that the merchant shipbuilding effort of Britain has been greater than is generally realized, though its full extent cannot be apparent immediately, says the "Times."

As an example, showing many of the difficulties and achievements of other similar yards, may be taken the Caledonian Shipbuilding and Engineering Company (Limited), of Dundee, a private company of modest proportions established in 1875. Since its foundation the company have been essentially builders of liners. They built first-class passenger boats for such firms as the Blue Funnel Line (Alfred Holt and Co.) and the Booth Line (Elder Dempster and Co.). They also built fast coaster and cross channel passenger and cargo vessels. At the outbreak of war the Caledonian Yard had five building berths. Having recognized and improved these to meet new conditions, the firm, with the assistance of the Government, entered on several schemes of extension and development. An adjoining timber yard was absorbed. A new yard of 21 acres was constructed, in which two berths are already at work, each of which will turn out two ships a year, instead of one on pre-war lines. The company now has eight berths instead of five, and later will have ten. This increase in the number of berths does not indicate fully the possible increase of output, for all berths have been enlarged for greater tonnage. The increase in the size alone of the berths, without any increase in their number, is sufficient to increase the output by 50 per cent. The pre-war output of the firm was from five to six vessels of the liner type a year. This year it will turn out eight, probably nine standard steamers, engines and boilers, all constructed in the company's works. Next year the company confidently expect to deliver at least 13 standard ships.

Repairs obviously must interfere with the output of new construction. But tonnage thus restored to service is equivalent to new tonnage, and avoids damaged vessels lying in a waiting repair. In the Caledonian Yard in one year the number of repair jobs totalled 331—339 in the shipyard and 52 in the engine works—practically a ship a day.

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HAPPY VALLEY.

Where wooded hills rise green and brown and amber,
And magic East seems changed to homelier West,
There lies God's Acre, wrapped in sacred slumber,
In solemn, silent rest.

Rise that the pensive bard, in music ringing,
His chimes of love in churchyard old and quaint,
Might well have counted theme for sad, sweet singing,
Of sinner and of saint.

Here, in this far-off land, no poet tells us
The legend of the sleeper, soft and low;
Only each stone with silent state compels us
To stop serene and slow.

These grey old stones in majesty are speaking
Of grey old days, when doughty heroes died
To spread the glory of fair England,
Seeking For wealth o'er wind and tide.

They seem to see us look, with eyes of pity,
Soldier and sailor, merchant-prince of old,
Bought with their lives our rocky island-city,
Sturdy shoes hearts and bold.

Yonder the stones gleam newer, white and stately,
Watching, we seem to see pale ghosts arise,
And show the path that Life once trod sedately,
Where all its treasures lies.

We seem to view a maze, of human passion
And love and greed and saintliness and woe,
All ended in God's own good time and fashion,
Thus much—just thus—we know!

But see—we find one spot where dim, grey mystery
Weaves not its veil, to hide from us God's face;
Those small, green mounds can show no path to history,
No tale of Power or Place.

Only we think we see, 'mong grass and mosses
Angels' sweet faces guarding cradle bowers;
Oh, hush! For underneath those day crosses
Are hid Earth's fairest flowers.

GLADYS JACKSON.

SEA-FISHING.

The question of the effect of the war upon fish life in the sea is an interesting one, and involves some fascinating speculation—fascinating because one has so few reliable data upon it.

What is the effect of the disturbance, for example, upon the spawning and migration of sea-fish generally?

To what extent, if at all, will our fisheries benefit by the great falling-off in catches, particularly of trawled fish?

What is the effect upon fish-life of heavy gun-fire and the submarine explosion of mine, torpedo, or depth-charge?

How will the long-suffering longshore line fisherman be affected?

Some of these questions involve technical and scientific considerations which cannot be dealt with here, but on the whole one may assert with fair confidence that the "rest" which our seas are undergoing will prove very beneficial, and will probably more than counter-balance the loss of fish-life caused by explosions, which, except in thickly populated areas, is possibly not so great as might be supposed.

The longshoreman may therefore take heart and look forward to better times. Before the war his industry was a declining one. To-day, although many of his best ground are out of bounds, such fish as he catches yield a handsome profit; and Fritz is presenting him with plenty of new "marks" in the shape of sunken wrecks, of which later on he will reap the benefit.

Our fisheries have been sadly neglected in the past. Comparatively few members of Parliament—Mr. Cecil Harcourt is one of them—have interested themselves in the subject. Many questions relating to it, such as transport, cold storage, the importation of Newfound-land cod, the utilization of the Irish dogfish (valuable alike as a food-fish and for its by-products)—do name only a few—cry aloud for strong and effective treatment.

It is earnestly to be hoped that in that new era which will dawn after the war the care and preservation of our fisheries, freshwater as well as salt, will be entrusted to a separate Department of State, under a strong and independent Minister of Fisheries.

It is really an absurd anomaly that such diverse matters as agriculture and fisheries should be combined, as they are now, in one Department, for there seems no possible connection between the two—except, perhaps, that in times of glut, unfortunately, fish has sometimes been used for manure when it could not be disposed of for food.

CHAMBERLAIN'S TABLETS.

THESE Tablets are intended especially for disorders of the stomach, liver and bowels. If you are troubled with heartburn, indigestion, or constipation they will do you good. For sale by all Chemists and Storekeepers.

THE CRICKET LEAGUE.

DISPUTES REPORTED SETTLED.

Of late there has been a lot of feeling, mostly confined to Cricket Notes and letters to the Press, with a protest thrown in, in connection with the Hongkong Cricket League, starting with criticism of the R.G.A. in postponing matches, and later with alleged "bar-racking" by a section of the spectators at the Craigower-Kowloon match last Saturday. As a result there was reported to be a meeting to "clear the air generally" and to consider a protest by Kowloon who are said to have claimed the points in respect of their match with Craigower on the ground of a late start. At least the sporting contributor of a contemporary stated a meeting was to be held. Our representative on enquiry found that no such meeting was to take place, and that the protest, if one was lodged, was withdrawn. It is to be hoped that matters will now take a smoother course.

MANILA MARKET REPORT.

A Manila report dated Dec. 10, says that hemp business for the preceding fortnight was nominal. The sugar market was nominal but crops ruled firm. Part of the rice crop will be lost through lack of harvesters, due to influenza. The flour market was overstocked, owing to heavy arrivals from Australia.

TO-DAY'S ADVERTISEMENTS.

CLUB LUSITANO.

AVISO.

São por este meio convidamos todos os membros da Comunidade Portuguesa de Hongkong para se reunirem no Salão "Luiz de Camões" Club Lusitano as 11 horas a.m. do Domingo, 13 do corrente, a fim de se lançar um voto de agradecimento a "Constitucional Reform Association of Hongkong" e de aprovar a resolução pela qual foi concedida a honra de incluir um membro da dita comunidade na representação no Conselho Legislativo da Colónia.

O Secretário,
A. E. S. ALVES.
Hongkong 10 de Janeiro de 1919.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship "MISSISSIPPI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed, and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWNS Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 17th Jan., 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, Jan. 10, 1919.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers "AGAMEMNON" are hereby notified that the Cargo will be discharged into HONG KONG WHARF, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 11th January.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th Jan. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st Jan. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, Jan. 10, 1919.

TO-DAY'S NEW ADVERTISEMENT.

HAVE YOU SEEN
Our GUARANTEED INCOME Policies?
WORTH SEEING—WORTH HAVING.
Ask for Particulars.

THE SUN-LIFE ASSURANCE CO. OF CANADA,
F. M. WELLES,
Manager.

12 Des Voeux Road, Central, Hongkong.

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SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.

MARSEILLES & LONDON.

VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	leave Hongkong about	Due Marcellise about	Due London about
"NORF"	23rd February	30th March	8th April
"ROYAL"	26th March	13th April	22nd
"NELLOR"	26th March	30th April	10th May

TO SINGAPORE, COLOMBO AND BOMBAY.

S.S.	leave Hongkong about	Due Bombay about
"MILWA"	12th January at Noon	29th January

TO SHANGHAI, MOJI, KOBE, Etc.

S.S.	leave Hongkong about	Due Shanghai, Moji, Kobe and Yokohama (to Shanghai only)
"NORF"	20th January	26th January
"DUNERA"	23rd January	29th January

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—

P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Service	Day	Time
GENOA	Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's Steamers.		
MARSEILLES	Monthly direct service via Singapore and Port Said.		
LUZON MARU	Wednesday, 12th Feb. at Noon.		
SUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.			
MAURITIUS, DELAGOA BAY, DURBAN.			
BOMBAY, COLOMBO—Regular fortnightly service via Singapore.			
KENSON MARU	Monday, 13th Jan. at Noon.		
SOURABAYA—Monthly direct service.			
SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N. Z., and ADELAIDE.			
VICTORIA, VANCOUVER, SEATTLE, TACOMA.	Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.		
ARABIA MARU	Saturday, 11th Jan. at 3 p.m.		
KEELUNG, TAKAO VIA SWATOW, AMOY			

These Steamers have excellent accommodation for 1st and 2nd Class Saloon Passengers and will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

SOHBU MARU—Thursday, 16th Jan. at 8 a.m.

For KEELUNG via SWATOW and AMOY.

KAWO MARU—Sunday, 13th Jan. at 10 a.m.

For sailing dates and further particulars please apply to—

K. YAMASAKI, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

JAVA-SAN FRANCISCO

VIA SINGAPORE, MANILA, HONGKONG, JAPAN and HONOLULU.

Joint Service of the "HOLLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departure from HONGKONG:

Steamer	Tons	Sails
"GROENUS"	10,000	1st February, 1919.
"WILIS"	8,000	2nd February, 1919.

These superior passenger steamers have excellent accommodation for first and second class saloon passengers.

For further particulars apply to—

JAVA-CHINA-JAPAN LINE, Agents.

Telephone 1874-1875-1876.

Hongkong, 28th December, 1918.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA).

FOR RANGOON & DELAGOA BAY.

For Space and Particulars apply to—

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Sailings from Hongkong.

For freight and further particulars apply to—

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For JAPAN.

BORNEO MARU—22 or about 25th Jan.

HOKUTO MARU—on or about 10th Feb.

For JAPAN.

BAKRI MARU—22 or about 15th Feb.

BORNEO MARU—on or about 10th Mar.

HOKUTO MARU—on or about 25th Mar.

For Freight of Passage apply to—

DODWELL & CO. LTD., Agents.

JALING, 11th Jan. 1919.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Service	Day	Time
SWATOW & SINGAPORE	CHINA	Jan. 12, at 10 a.m.	
SWATOW & SINGAPORE	CHINA	Jan. 14, at 10 a.m.	
SHANGHAI	CHINA	Jan. 14, at Noon	
SHANGHAI	CHINA	Jan. 15, at Noon	
SHANGHAI	CHINA	Jan. 15, at Noon	
SHANGHAI	CHINA	Jan. 15, at Noon	

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent

accommodation. Amplest Electric Light and Heat in Saloon and

Staterooms. Regular service between Canton, Hongkong and Shanghai.

Sailing Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at

Wooan. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

For HONGKONG.

LOKSANG—TUESDAY, Jan. 14, at 8 a.m.

SHANGHAI—WEDNESDAY, Jan. 15, Daylight.

KOREA—THURSDAY, Jan. 16, at Noon.

CHIEF—FRIDAY, Jan. 17, Daylight.

MANILA—SATURDAY, Jan. 18, at 3 p.m.

STRAITS & CALUTTA—SUNDAY, Jan. 19, at 3 p.m.

SINGAPORE—MONDAY, Jan. 21, at 3 p.m.

MANILA—TUESDAY, Jan. 22, at 3 p.m.

CALUTTA LINE—This line is temporarily discontinued owing to the war,

but as present a weekly service is maintained with Calcutta by the

s.s. "Kwaisang" and "Vim", calling at Singapore and Fuzhou. The former

vessel has excellent passenger accommodation, is fitted with Electric Light

and Heat, and carries a fully qualified Surgeon.

SINGAPORE LINE—The s.s. "Yan Warwick" leaves for Singapore, approx-

imately every fortnight. This vessel has excellent accommodation for first

class passengers, and is fitted throughout with Electric Light and Heat and

also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton

and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation,

and through tickets can be obtained for Northern and Yangtze Ports via

Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with

good passenger accommodation; sailings from both ports every Friday.

HAIKONG LINE—Sailings approximately weekly for passengers and cargo,

calling at Hainan when indicated.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by

a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,

Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to October between

Hongkong and Tientsin, calling at Weihaiwei and Oboloo.

Under Straits Government's Passport Regulations: All European Passengers

leaving the Colony for Straits Settlements, are required to produce on arrival at

destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,

Tel. No. 215.

General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and

are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD.,

Agents.

THE EVER POPULAR

HOUSEHOLD REMEDY

Which has now borne the

Stamp of Public Approval for

OVER FORTY YEARS.

ENO'S

FRUIT SALT

PLEASANT TO TAKE.

REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES

OF

Biliousness, Sick Headache, Constipation,

Errors in Diet—Eating or Drinking, Thirst,

Giddiness, Rheumatic or Gouty Poison,

Feverish Cold, with High Temperature

and Quick Pulse, and Feverish Conditions

generally. It is everything you could wish

as a simple and Natural Health-giving

Agent.

Prepared only by

J. C. ENO, Ltd., Fruit-Salt Works, London, England

SOLD BY CHEMISTS AND STORES EVERYWHERE.

SHIPPING

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Heat in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

SUNDAY, 19th Jan. at 11 a.m.

FRIDAY, 17th Jan. at 1 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Hala Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFAIR & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" January 13th at Noon, 1919.

"CHINA" February 8th, 1919.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

O. H. BITTER, Freight and Passenger Agent.

Princes Buildings, 100 House Street. Tel. 1354.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers

SIBERIA MARU—20,000—Leave Hongkong—27th January.

TENYO MARU—22,000—8th February.

KOREA MARU—20,000—10th Feb. from Kobe.

SHINYO MARU—22,000—5th March.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALIF., ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers

KIYO MARU—17,500—Leave Hongkong—Jan. 13th, 1919.

ARYO MARU—18,500—Mar. 18th.

NIPPON MARU—11,000—May 7th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE

TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING.

From Hongkong: Competing with: From Colombo

RECEIVING ASSOCIATION FOR THE EAST AND SOUTH CHINA PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS, en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

THE BANK LINE, LIMITED

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS, SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

27, Abchurch Lane, LONDON, E.C. 4.

THE BANK LINE, LTD.

General Agents.

Or to BEISS & Co., Canton.

SHIPPING

N.Y.K. SHIPPING SCHEDULE.

The N.Y.K. extra steamers for January on the European service comprise three, that is, the s.s. "Nagata Maru," "Toba Maru," and "Tajima Maru." The "Toba Maru," however, has been re-arranged to be shifted to the New York service to run an extra trip towards the end of January and the s.s. "Tofuku Maru," as a substitute therefor, has been scheduled for London. It may be added, in passing, that the cargo conditions on the New York service are likely to improve steadily.

FREIGHT CONFERENCE.

The freight conference between the N.Y.K. and O.S.K. is to allow a 10 per cent. rebate per annum, to be operative in and after January. The rebate will be paid twice a year, that is, 5 per cent. in July, and the other half in January to the patrons who have shipped their goods exclusively by the Conference's steamers. The conference's first steamer will be the s.s. "Hakata Maru" of the N.Y.K., leaving Kobe on January 20.

CADIZ.

The proprietors of a shipyard in Cadiz, Spain, have announced their intention of constructing a dry dock in connection with their works capable of taking vessels up to and including 20,000 tons. This dry dock is to be built according to the most improved standards, and it is claimed will be one of the finest docks not only in Spain, but in Europe. Cadiz is rapidly becoming, says U.S. Consul H. Harnden, of Seville, one of the most important ports in Spain; the vessels of the Compania Transatlantica and the Pinaros Liquefying Co. line touching there en route from Barcelona to Havanna and New York. Its free docks allows goods to be landed in transit free of Spanish duty. This proposed dry dock has long been needed, as the nearest is located at Oporto, Portugal. It is expected that with the completion of this dock Cadiz will become, next to Barcelona, the most important port in Southern Spain.

NAPLES.

Plans have been completed for the construction of the greatest dry dock in the Mediterranean, which will be located at Naples. Government desires have been signed, which authorizes the construction of this dry dock; announces the Italian Bureau of Public Information. Besides the construction of the dry dock the plans include the transformation of the Lake d'Averno for the use of vast shipyards. One of the undertakings is the construction of a canal of communication between the lake and the port of Naples proper and its dry docks. The estimated cost for the work is 50,000,000 lire, of which the Italian Government will pay in a period covering 53 years the sum of 25,000,000 lire. The plans are subject, among others, to the condition that work will be actually under way within six months from the date of the declaration of peace. Also that in 60 years the entire works, docks and machinery will automatically become government property.

N.Y.K. AS AGENTS FOR TRAMP STEAMERS.

The N.Y.K. has decided to cancel the agency for tramp steamers on the Caucasus and Mediterranean services, in view of a serious decrease in cargoes on these lines. The last steamer, for which the N.Y.K. acts as agents, and which were leaving before the end of December, are as follows:

S.S.	Destinations:
Imakusima	Marseilles & Genoa
Nanyo	Marseilles
Meida	Port Said
Ben-yu	Marseilles
Meika	Port Said & Marseilles

STOP PRESS CABLES.

(Continued from Page 1.)

(Reuter's Service to the China Mail.)

BREST TO BECOME A MAIN HOME PORT.

PARIS, January 11. The authorities at Brest have been notified by the Compagnie Generale Trans-Atlantique that it will henceforth use Brest as its main home port.

HEAVY FLOODS IN PARIS.

PARIS, January 11. The River Seine which is in flood becomes more dangerous to the low-lying quarters. The water has invaded several small streets, the river-side and the suburbs, and the house-holders have been obliged to leave their houses.

PROHIBITION ON FRENCH NEWS-PAPERS REMOVED.

PARIS, January 11. The prohibition regarding the sending of foreign countries, of newspapers published in France and containing advertisements has now been abrogated.

MEETING OF PEACE DELEGATES.

PARIS, January 11. The preliminary consultation of the Peace Conference takes place to-day at the Foreign Office. It will be attended by M. Clemenceau, President Wilson, Signor Orlando and representatives of the British and Japanese Governments for preparatory work at the Inter-Allied Peace Conference. A meeting formally is to be held next Monday in Paris.

PRESIDENT WILSON—HIS OWN PRIME MINISTER.

PARIS, January 11. President Wilson has officially informed the French Government that he wishes to be considered as regards the Peace Conference, not as the chief of a State but as his own Prime Minister.

FRENCH UNDER-SECRETARY OF AERONAUTICS RESIGNS.

PARIS, January 11. The French Under-Secretary of Aeronautics has sent a letter to M. Clemenceau resigning his post in consequence of the incorporation of the Air Service in the Ministry of War.

PEACE DELEGATES CROSSING THE ATLANTIC.

PARIS, January 11. The s.s. "France" is now crossing the Atlantic with 900 passengers aboard and is due to arrive at Brest to-morrow. Special trains are in readiness at Brest to convey the passengers from the port direct to Paris.

THE MYSTERY OF THE PEACE CONFERENCE.

PARIS, January 11. The French Press comments on the excessive mystery surrounding everything concerning the Peace Conference as being quite according to diplomatic tradition.

OBITUARY.

DEATH OF A FAMOUS FRENCH LAWYER.

PARIS, January 11. M. du Buit, a prominent French lawyer, has died in Paris.

DEATH OF MR. J. E. ELLIOTT.

It is with regret that we learn of the death of Mr. J. E. Elliott, Superintendent Engineer of the Hongkong Hotel Co. The deceased was taken ill with heart trouble a few days ago, and was removed to the Government Civil Hospital, where he passed away this morning. Mr. Elliott who was nearing his 63rd birthday, had been in the Colony for many years, having been in his present employment for the past ten years, previously to which he was in the employ of the Kowloon Wharf and Godown Co., and earlier was a ship's engineer.

The deceased has been twice married, and has a grown-up family at home, his widow, to whom he was married in Australia about a year ago, being in the Colony, for whom the deepest sympathy is felt. A native of Stockton on Tees, the deceased was of a genial disposition, and will be greatly missed.

The funeral takes place to-morrow, the cortege passing the Monument at 4.45 p.m.

WEATHER REPORT.

January 11th, 1919. 13th.—No returns from Japan and Vladivostok. Pressure has increased slightly at Shanghai, and decreased slightly elsewhere; it remains lowest over Tungking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1st, 0.22 inches, against an average of 0.57 inches.

Forecast for the 24 hours ending at 10 a.m. on the 12th January 1919: 1.—Hourly rain, 0.02 inch; S. or variable winds moderate, fair; cloudy generally, some rain.

2.—Hourly rain, 0.02 inch; S. or variable winds moderate, fair; cloudy generally, some rain.

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HOW THE ELECTION DIFFERED FROM PREVIOUS CONTESTS.

The election just held under a new Reform Act differed in many respects from all previous elections in Great Britain, the following being the most important:—

6,000,000 women of 30 years and upwards were able to exercise franchise for the first time.

All elections held on one day.

A mixture of day and night in all constituencies, and the polling day the ninth day after the nomination.

Qualifying period six months.

War service entitled a vote under the following conditions:—

Soldiers and sailors on full pay.

Militiamen, yeomanry, militia and other work of national importance abroad and at home.

Men who served in the war were qualified at the age of 19.

Constitutionally unqualified unless they were engaged on work of national importance.

The receipt of postal votes not a disqualification.

There was an absent voters' list.

Persons charged from going to the poll by their occupations, and who would rule by post.

Proxy voting allowed in the case of naval and military voters.

Floral voting restricted, and no person can vote for more than one constituency.

A great number of alterations have been made in the boundaries of constituencies, and the numbers of members to be elected has been increased from 670 to 707.

Proportional representation was applied to university constituencies for the first time.

Two or more members.

SIR S. P. SINHA.

Sir S. P. Sinha, interviewed in Bombay on November 24, by a representative of the Associated Press of India, said:—

The Government of India is replying to me to represent them for the third time on the Imperial War Cabinet, which is about to assemble in London, in order to deliberate on the terms of peace.

I naturally appreciate the high honour done to me personally, but I value it even more because the British Cabinet has definitely recognized the right of the Government of India to participate independently with the Government of the Dominion in the peace negotiations.

I shall of course refer to the Government of India in all deliberations affecting the Empire as a whole. It is impossible for me to foresee what the Imperial War Cabinet or the Peace Conference will decide, but I am sure that the Government of India will be able to make its own contribution to the peace negotiations.

The public are in a state of intense anxiety about the peace negotiations, and I am sure that the Government of India will be able to make its own contribution to the peace negotiations.

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U. S. A.

Mr. P. W. Wilson writing from New York, says:—

America's advantage—her left hand is usually told what her right hand doeth. Most windows display some kind of service flag, and there are innumerable buttons—forty thousand for airplane workers alone. When any vessel is launched on the Pacific River, the shipwrights add a clasp to their badges, and even I, with a blunderbuss, usually return with a decoration—some ribbon to stick in my coat. It is the custom of the country to deserve credit, and one has to conform. The White House itself has in the window a food conservation card.

Everybody is now at it. Take for instance peanuts. In 1909 there were 900,000 acres so utilized. There are now 4,000,000 acres, and the crop is worth \$30,000,000 sterling, which means butter, oil and flour. Not only are the army and navy enjoying wonderful health, but white pine trees are at last free of blight and disease; while the forest service has appropriated millions of dollars for prevention of fires. The Labor Department has put a hundred and fifty thousand workers on the land, and farms are returning to the old plan of feeding themselves. The responsible Commission tells us that there are five-and-a-quarter million war gardens in the country—an increase of 51 per cent. over last year; and the produce would pay the food bill of the whole American Army now in France. We have hundred thousand soldiers also have gardens, and have raised ten million pounds worth of produce, thereby helping also to save railway traffic.

There is strict curtailment of many industries. Furniture, as at Grand Rapids, is down 75 per cent, and the plants are devoted to airplane propellers. Apart from Government housing, the building trades are turned over to munitions, and automobile factories are requested to put themselves on hundred per cent. war work by January 1, which should not be difficult as the present Government order requires a 250,000,000. The President requested motorists on Sunday to refrain from gasoline. A few joy riders, tempted by the warm sun, drove off the streets by crowds of children shouting "Pro-Germans!" At Decatur, Ill., a town of 40,000 inhabitants, the consumption of sugar in June was reduced from 450,000 lb. last year to 194,000 lb. in 1918. A Sugar Equalization Board is regulating prices, and the supply of honey is under stimulus. At Boston traveling kitchens at street corners demonstrate how food may be saved. Peach stones are gathered in barrels, patriotically painted, and are cleaned and burnt, the resulting charcoal being used for gas masks against German poison. Two hundred millions of rabbits are trapped annually.

The national effort is fed by constant oratory, for which the popular appetite is voracious. Great statements are made, and the press is full of them. The President's speech on the 10th of January, 1919, was a masterpiece of oratory, and the press is full of it. The President's speech on the 10th of January, 1919, was a masterpiece of oratory, and the press is full of it.

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